

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,353 tons Captain H. D. Jones.
 "POWAN," 2,338 " " W. A. Valentine.
 "FATSHAN," 2,260 " " R. D. Thomas.
 "HANKOW," 3,073 " " C. V. Lloyd.
 "KINSHAN," 1,995 " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons Captain G. F. Morrison, R.M.R.
 Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.
 Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.

Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See special Summer Time-table.

Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 3 P.M. (See special Express.)

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons Captain J. Wilcox.
 "NANNING," 569 " " C. Buchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunking, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow Single \$15.00, Return \$25.00.
 Canton to Tak Hing Single \$12.50, Return \$21.00.
 Canton to Samshui Single \$7.50.

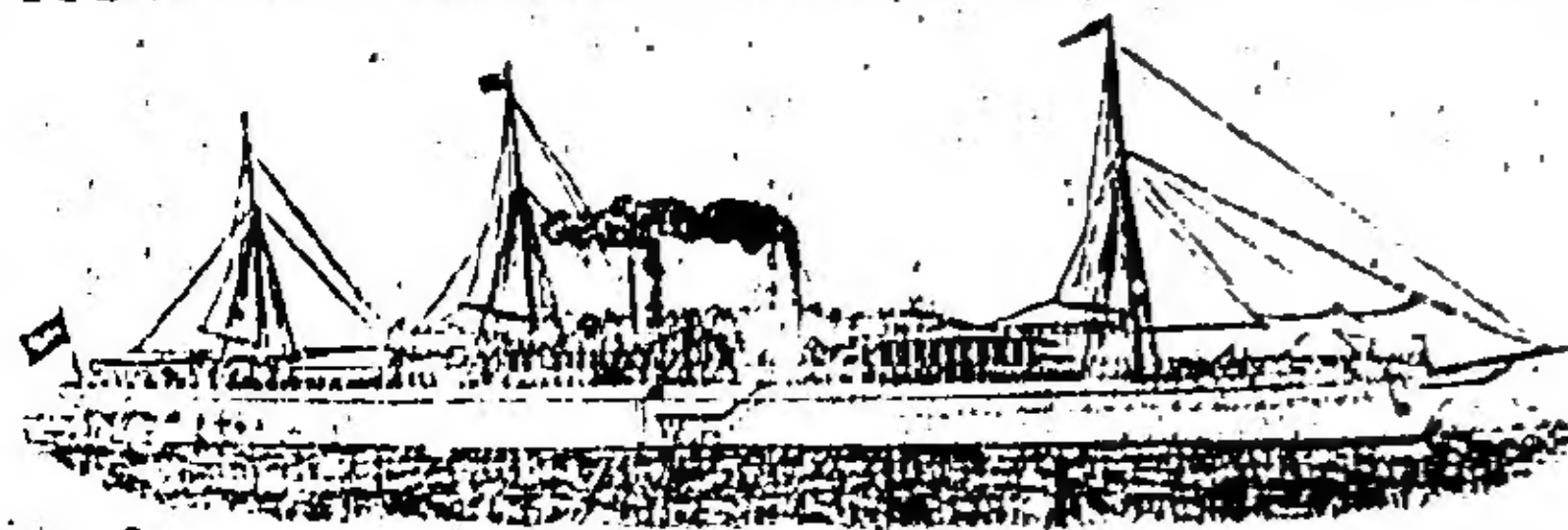
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 6th August, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S. Tons LEAVE HONGKONG ARRIVE VANCOUVER
 "EMPRESS OF INDIA" 6,000 THURSDAY, August 30 September 17
 "ATHENIAN" 3,882 WEDNESDAY, September 12 October 6
 "EMPRESS OF JAPAN" 6,000 THURSDAY, September 27 October 15
 "MONTEAGLE" 6,163 WEDNESDAY, October 3 October 27
 "EMPRESS OF CHINA" 6,000 THURSDAY, October 25 November 12
 "TARTAR" 4,415 WEDNESDAY, October 31 November 24

"EMPRESS" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 21 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence £60. via New York £62.
 Hongkong to London, Intermediate on Steamers, and 1st Class on Railways £40.
 R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent, Corner Peddar Street and Praya.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
 Captain T. AUSTIN, R.M.R.

THIS Steamer departs from Hongkong on Week Days at 7.30 A.M., and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M., and on Sundays at 6 P.M., tide permitting.

FARES:—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

SUNDAYS ONLY.
 1st Class—Single, \$1; with Cabin, \$2.
 1st Class—Return, \$2; with Cabin, \$3.
 3rd Class—Single, 40 cents; Return, 60 cents.

Steering—20 cents each trip.

All Meals can be supplied on Board at \$1 each Meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG CO.
 Hongkong, 11th August, 1906.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,309 T. R. MEAD.

"KWONG TUNG" 1,338 E. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unequalled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey \$4
 Meals \$1 each.

ALSO

Excursions to MACAO every SATURDAY, at 6 P.M., and every SUNDAY at 8 A.M., returning on SUNDAY at 10 A.M. and 6.30 P.M.

FARES:
 1st Class single \$1 with cabin berth \$2.00
 " " return \$2 " " " 3.00

Servants' passages must be paid for. Breakfast, Tiffin and Dinner \$1.00 each.

The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.

SHIU ON S.S. CO., LD., and
 YUEN ON S.S. CO., LD.,
 No. 4, Queen's Road West.

Hongkong, 3rd August, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUET, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

PRINZ EITEL FRIEDRICH WEDNESDAY, 29th August, 4 P.M.
 SACHSEN WEDNESDAY, 12th September.
 PRINZ HEINRICH WEDNESDAY, 26th September.
 GNEISENAU WEDNESDAY, 10th October.
 PRINZ LUDWIG WEDNESDAY, 24th October.
 PRINZESS ALICE WEDNESDAY, 7th November.
 ROON WEDNESDAY, 21st November.
 BUELOW WEDNESDAY, 5th December.
 PRINZ REGENT LUITPOLD WEDNESDAY, 19th December.
 PRINZ EITEL FRIEDRICH WEDNESDAY, 2nd January, 1907.
 SEYDLITZ WEDNESDAY, 16th January.
 PRINZ HEINRICH WEDNESDAY, 30th January.
 GNEISENAU WEDNESDAY, 13th February.
 PRINZ LUDWIG WEDNESDAY, 27th February.

SAILING DATES.

ON WEDNESDAY, the 29th day of August, 1906, at 4 P.M., the Steamship PRINZ EITEL FRIEDRICH, Captain E. Malchow, with MAILS, PASSENGERS, SPECIMENS AND CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 27th August; Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 28th August, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 28th August.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUET:			
VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, FRIEDRICH-WILHELMSHAFEN, SIMPSONHAFEN, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS. TONS. SAILING DATES.
 PRINZ WALDEMAR 3,227 TUESDAY, 18th September.
 PRINZ SIGISMUND 3,392 TUESDAY, 16th October.
 WILLEHAD 4,763 TUESDAY, 13th November.

ON TUESDAY, the 18th day of September, 1906, at Noon, the Steamship PRINZ WALDEMAR, Capt. Waltemas, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£18. —	£14.00	Return £12.15		
TO BRISBANE	£30. —	£20. —	Return £14. —	£36. —	
TO SYDNEY	£33. —	£23. —	Return £19.10	£41.10	
TO MELBOURNE	£34.10	£24.10	Return £26.5	£44.5	
TO YOKOHAMA	\$80.00	\$60.00	Return \$170.00	\$120.	
TO KOBE	\$95.00	\$70.00	Return \$170.00	\$120.	
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer £97. 0. 0.
 TO EUROPE VIA AUSTRALIA AND AMERICA 96. 0. 0.
 From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.
 FOR STEAMER ABOUT

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA } GNEISENAU WEDNESDAY, 12th September.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£62. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	66. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
 AGENTS.

Hongkong, 28th August, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 506, or 681

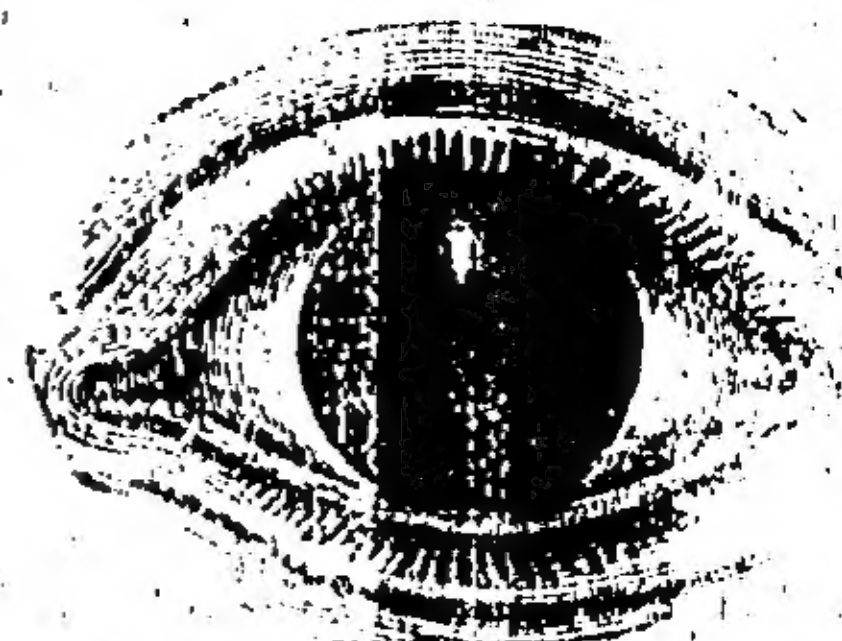
Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

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EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 8, FEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.
 Hongkong, 27th November, 1905.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI"

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 1/2 DAYS. THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE,

AGENTS,
 WEST RIVER BRITISH S.S. CO.
 HONGKONG.

Hongkong, 23rd December, 1905.

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JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA	First half September	JAPAN VIA SHANGHAI	First half September
TJILATJAP	JAPAN	First half September	JAVA PORTS	Second half September
TJILIWONG	JAVA	Second half September	JAPAN VIA SHANGHAI	Second half September
TJIMANI	JAPAN	Second half September	JAVA PORTS	First half October

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE
 JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
 YORK BUILDINGS, 1st Floor.
 Hongkong, 23rd August, 1906.

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TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.
 PRICE \$10.50 per case of 18 bottles (quantity of 6 doz. plus).

Special Prices for Quantities.
 Sole Agents:—

SIEMSEN & CO.
 Hongkong, 10th January, 1904

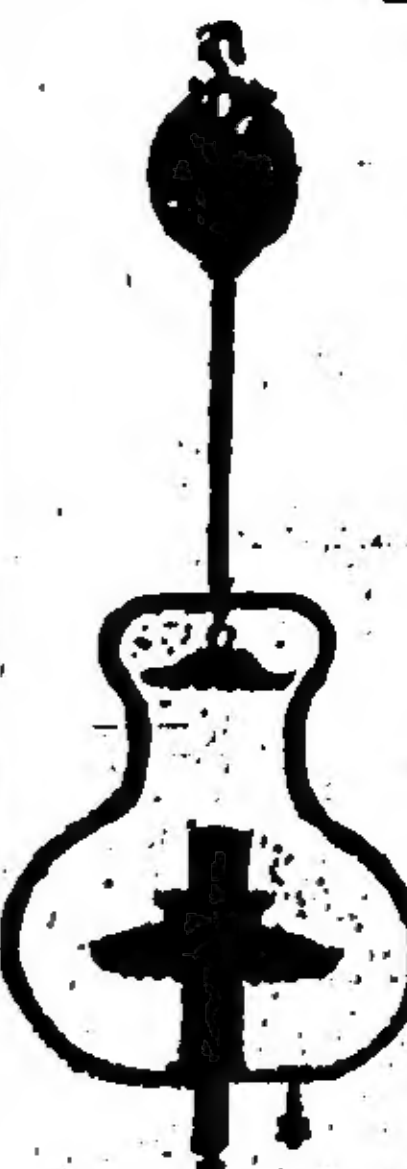
THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER,
 41 & 43, QUEEN'S ROAD CENTRAL,
 TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.
 Hongkong, 15th September, 1905



FOR SALE

WELSBACH'S IN-DOOR AND OUT-DOOR LIGHT GAS ARC LAMPS,

Do. BOXED LIGHTS,

Do. HARP LAMPS,

Do. MANTLES, CHIM-NEYS, GLOBES,

SHADES, &c., &c.,

and INCANDESCENT GASOLINE LAMPS of all descriptions from best makers.

Intimation.

WM. POWELL LTD.,

ALEXANDRA BUILDINGS.

LAGE CURTAINS

Large Variety.

3 yds.	\$ 2.30 to \$ 6.00 a pair.
3½ yds.	3.75 to 9.50 "
4 yds.	4.75 to 10.50 "
4½ yds.	6.75 to 18.50 "
5 yds.	10.00 to 21.00 "

MUSLIN CURTAINS

Splendid Selection.

80 cents to \$2 a yard.

Madras (White & Ecoru).

Book.

Flowered Book.

Coloured Madras.

Insertion Muslin.

POWELL'S HONGKONG.

Hongkong, 25th August, 1906.

Intimations.

K. A. J. CHOTIRMALL & CO.,
8, D'AGUIAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND GENTLEMEN'S.
GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES AND SHAWLS.

SANDALWOOD BOXES (INLAID).
HANDKERCHIEF BOXES, GLOVE BOXES.

MONEY BOXES, &c.
LINEN HANDKERCHIEFS, JAWBROOKS.

MANDARIN COATS, COTTON SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906. [530]

A. CHAZALON & CO.

JUST UNPACKED.

ANCHOVY IN OIL (Honeless).
STUFFED OLIVES.
SARDINES (Boneless).
Do. AU CITRON.
FISH PASTE FOR SANDWICH.
PURE DE FOIE GRAS Do.

AND
Other Picnic size tins of PRESERVES.

FRENCH BISCUITS.
HUNTLEY & PALMER'S BISCUITS and CAKES.

CROSSE and BLACKWELL'S SAUSAGES, STREAKY BACON, BATH CHOPS, &c.

ALSO
GERMAN SAUSAGES, ASPARAGUS, and other VEGETABLES.

Hongkong, 21st July, 1906. [61]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJENS' GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLERS' PATENT MOTOR LAUNCHES, &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

AT REASONABLE PRICES.

Hongkong, 7th March, 1905. [51]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

司公隆廣李

CABINET-MAKERS AND ART DECORATORS,

from Shanghai, has re-opened their FURNITURE STORE

at

NO. 35, DES VEXUS ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, (Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd., and other leading establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1906. [106]

For Sale.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 per Cask ex Factory.

In Bags of 25 lbs. net \$3.80 per Bag ex Factory.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 30th September, 1905. [157]

Entertainment.

HONGKONG VOLUNTEER CORPS.

A GRAND PROMENADE CONCERT

will be held on the

VOLUNTEER PARADE GROUND,

on

SATURDAY,

September 1st, at 9.15 P.M.

Tickets (\$1 and \$1)

may be obtained from Volunteer Headquarters and from Messrs. Kelly & Walsh.

Hongkong, 27th August, 1906. [869]

Auction.

BY ORDER OF THE MORTGAGEES.

MESSRS. HUGHES AND HOUGH have received instructions to sell by

PUBLIC AUCTION,

ON

FRIDAY,

the 7th day of September, 1906, at Noon, at their

Sales Rooms, 8, Des Vaux Road Central.

THE FOLLOWING

VALUABLE LEASEHOLD PROPERTY,

IN ONE LOT.

All that PIECE or PARCEL of GROUND registered in the Land Office as KOWLOON INLAND LOT No. 540 held for the residue of a term of 75 years created by the Crown Lease thereof dated 3rd October, 1888.

Annual Crown Rent \$566.00.

Area 123,232 sq. ft.

Particulars and conditions of sale may be obtained from—

Messrs. EWENS, HARSTON & HARDING,

Vendor's Solicitors,

or from the Auctioneers.

Hongkong, 23rd August, 1906. [863]

To Let.

TO LET.

NO. 1, "HILLSIDE," THE PEAK.

A HOUSE in WONG-NEI-CHONG ROAD, OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAIA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in RIFON TERRACE.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 28th August, 1906. [71]

TO LET.

GODOWN, No. 1, NEW PRAIA, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st August, 1906. [795]

TO LET.

A HOUSE in KNOTSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 31st July, 1906. [789]

SHAMEEN, CANTON.

TO LET.

NO. 2, WEST END TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 5th July, 1906. [793]

TO LET.

TWO GODOWNS at East Point, close to the Water, suitable for the storage of any Cargo.

Floor Area 6,100 square feet each.

Apply to—

JARDINE, MATHESON & Co.

Hongkong, 20th January, 1906. [117]

TO LET.

HOUSES in MORRISON HILL GAP ROAD, 4 Rooms with necessary Bathrooms and Servants' Quarters. Cheap Rentals.

EUROPEAN FLATS in "WILD DELL" BUILDINGS, No. 147, Wanchai Road. Each suite contains Bathroom and Kitchen. Very Low Rent.

GODOWN, No. 9, "WILD DELL" BUILDINGS.

Apply to—

PERCY SMITH & SETH,

Accountants and Auditors, &c.,

5, Queen's Road Central.

Hongkong, 24th July, 1906. [767]

HOTEL MANSIONS.

ROOMS TO LET on the 4th Floor, Unfurnished, at Offices or Chambers.

Apply to—

THE SECRETARY,

Hongkong Hotel Co., Ltd.

Hongkong, 9th July, 1906. [714]

TO LET.

NO. 2, OLD BAILEY.

Apply to—

ARRATON V. APCAR & Co.,

45, Wyndham Street.

Hongkong, 8th August, 1906. [817]

COMMERCIAL SENSATION IN SINGAPORE.

THE HOGAN CASE.

We take the following report from the Singapore Free Press of August 23:—

The cross-examination of Mr. H. L. Coghlan was continued before Mr. Colman yesterday by Mr. W. A. N. Hattenberg.

Mr. Coghlan said he had been a valuer for seventeen years jointly with auctioneering. His principal valuing transactions were in respect to land. Messrs. Powell & Co., with whom he had worked, advertised themselves as "land agents and valuers." He had been always known as a stock auditor and valuer. He had done work for the Tanjong Pagar Company, going through their stock and machinery, and had valued Howarth, Erskine's plant. He had never been employed in an engineering firm. The usual method of valuing was that a list of the machinery, containing technical particulars, was given him and he filled in the value he considered each item worth. He would be shown round by a foreman and afterwards compare the lists with the monthly published lists of second-hand machinery. He noted the age of any particular machine, its order and cleanliness. Finally he made out the price an article would fetch if sold at auction. On the occasion he valued Hogan & Co.'s machinery it was then mostly working. The person who showed him round was Mr. Hogan. He allowed for wear and tear. There were many little things which made considerable difference in prices. He had made valuations of machinery "thousands of times." He had also valued scrap heaps. In taking into consideration the present valuation he received a list from Mr. Smellie describing the machinery. He could not but remember if Mr. Hogan gave him another list. There were two lists. One list did not contain reference to a punching and shearing machine under the heading "Boilermakers." He remembered one item in which a belt driven machine had been altered into an engine driven machine. The list he had had included everything on the premises. It included "everything generally." He did not think anything escaped him. He could not tie himself down to a pin's head. There might have been minor items, but he missed nothing in plant and machinery he saw. He would be surprised to hear anything was left out. He was emphatic that no machinery on stock was missed. A little firewood and scrap might have been missed. This would not exceed \$20, being such as the tacks, bits of firewood and waste.

Mr. Hattenberg read a letter in which Mr. Coghlan, writing to Mr. Down, said he had made a further valuation of items not given in the list and this had increased the total by several thousand dollars.

Mr. Coghlan further cross-examined said he had considered the cost of the erections in the boiler, main engine and machine shops. He applied at the value of the erections in the same way as everything else by inquiries. He did not take into consideration the weight of materials. He did not merely "guess at the values." He first received instructions to make the valuation in June 1905 from Mr. Down. Mr. Down mentioned in a general way that they wanted to know exactly how they stood. Mr. Down did not say they wanted to make trouble for anyone. When he made the valuation he did not know who had valued the property before him. He did hear what value had been given for the additional machinery, and learned that his was much below this estimate. Mr. Smellie had nothing to do with the valuation, nor did he show him round. Mr. Smellie had only just joined the secretariat department of Hogan & Co. It was customary for the valuer to have access to the books when making his valuation, but when he was refused sight of the books, he did not ask again as he gathered a wholly independent valuation was wanted. He had heard not to mention them in open Court. Mr. Coghlan on the order of the Court said the three valuers were Mr. Benzie, manager of Howarth, Erskine's, Mr. Goldie of Riley, Hargreave's, and the late Mr. Gilmour of the Central Engine Works. The valuation of these gentlemen was twice as much again as his. Witness was later before the Board of Directors. Father Couvreur, who was present, criticised his valuation considerably. He thought Mr. Down was chairman at this meeting. He could not say who was the spokesman. All his business was, however, transacted with Mr. Down. Mr. Down and every one else present thought his valuation was correct. Father Couvreur did not criticise his valuation harshly. Witness asked to be present at the meeting to explain his valuation. He had taken about a week to value the machinery.

Mr. Coghlan added that the directors had asked him if he could not make the valuation higher than that he had arrived at.

Mr. Elliot for Mr. J. B. Robertson next cross-examined Mr. Coghlan.

In reply to Mr. Elliot, Mr. Coghlan said his valuation of the plant, machinery and tools was \$44,455.50. This was the final figure he arrived at. He could not explain the addition on the slip of paper (\$1,710). It was not written by him.

Mr. Coghlan continuing said he did not make his valuation as an auctioneer. In every instance his values were higher than those in the home "secondhand price lists." In one case Mr. Hogan told witness he paid \$8,000 for a machine which later he found had only cost \$3,000. He generously allowed \$5,000 for this. Mr. Robertson had left the firm six weeks prior to the time witness made the valuation.

In reply to Mr. Hattenberg regarding the misrepresentation alleged to have been made by Mr. Hogan, Mr. Wreford had told him about the matter.

By Inspector Howarth: The total additions to the machinery he valued at \$6,085. He never saw the books relating to the plant and machinery. He saw the balance sheet. Mr. Odell might have showed him something in the journal.

By Mr. Hattenberg: The value of the outdoor plant and tackle was not included in the valuation list of plant and machinery. These particular items were away on the steamer *Chooi*; so witness did not include as he had not seen them.

At this stage the case was adjourned to 11 o'clock on Saturday morning.

Intimations.

WHAT IT WILL DO.

A woman buys a sewing machine for what it will do; not as an article of furniture. A man carries a watch to tell him the time; not as an investment of surplus capital. The same principle when one is ill. We want the medicine, or the treatment which will relieve and cure. The friend in need must be a friend indeed—something, or somebody, with a reputation, with a good record, with a history that justifies our confidence. There should be no guesswork in treating disease. People have the right to know what a medicine is, and what it will do, before they take it. It must have behind it an open record of benefit to others for the same disease, a series of cures that proves its merit and inspires confidence. It is because it has such a record that

WAMPOL'S PREPARATION

is bought and used without hesitation or doubt. Its Good Name is the solid basis for the faith the people have in it; and a good name has to be earned by good deeds. For the purposes for which it is commended it is honest, true and practical. It does what you have a right to expect it to do. It is palatable as honey and contains all the nutritive and cumulative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In Scrofula, Anemia, Nervous and General Debility, Indigestion, Blood Impurities and Wasting Complaints, it is to be thoroughly relied upon. Dr. J. L. Carrick says: "I have had remarkable success with it in the treatment of Consumption, Chronic Bronchitis, Catarrh and Scrofulous Affections. It is of special value in nervous prostration and depraved nutrition; it stimulates the appetite and the digestion, promotes assimilation, and enters directly into the circulation with the food. I consider it a marvelous success in medicine." Every dose effective. "You cannot be disappointed in it." Sold by chemists.

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the Company's Hotel, on SATURDAY, the 1st September, 1906, at 12.15 P.M. for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1906, with the Report of the Directors, and to discuss any matter that may be completely brought before the meeting.

The TRANSFER BOOKS of the Company will be CLOSED on the 26th August to the 1st September, both days inclusive.

By Order of the Board,

C. MOONEY,

Secretary.

Hongkong, 27th August, 1906. [868]

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE.

IN accordance with Article XVI Section 7 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half year ending 30th June, 1906, of SEVENTY-FIVE CENTS per Share, payable to all Shareholders whose names were on the register on that date.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after FRIDAY, the 3rd August.

SHEWAN, TOMES & Co.,

General Managers

Hongkong, 31st July, 1906. [792]

RAILROAD HELP WANTED.

BY THE KWANG TUNG MERCANTILE ADMINISTRATION OF THE YUEI-HAN RAILWAY COMPANY, LIMITED.

In the Kwang Tung section, Chinese Civil Engineers or Engineering Students having experience in Railroad preliminary, location and construction. Must be capable of handling any kind of Railroad Instruments on field work.

Address applications, giving training, references, experience and samples of work, to—

H. E. CHANG,

President of the Kwang Tung Mercantile Administration of the Yuei-Han Railway Company, Limited.

Canton, 15th August, 1906. [840]



SANITARY BOARD OFFICE, Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every Domestic Building or part of such Building within the EASTERN DIVISION of the CITY OF VICTORIA and the EASTERN DIVISION OF KAU-LUNG occupied by members of more than one family must be Cleaned and Lime-washed THROUGHOUT by the owner during the months of July and August.

N.B.—The word "Throughout" used in this notice means that the Houses should be Lime-washed in respect of all the Walls of each Room and Staircase, all Cubicle Partitions, Stair Casings and Stair Linings, all Ceilings and the Undersides of Roofs both in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Back Yard should have its containing Walls Lime-washed up to the level of the first floor.

Carved, Painted or Polished Woodwork in good condition, however, need not be Lime-washed but must be Cleaned.

The Eastern Division of the City is bounded on the West by Gifford Street and Peel Street. Kau-lung is divided into the Eastern and Western Divisions by Robinson Road and a straight line drawn from the north end thereof through the Yau-ma-tei service reservoir to the northern boundary of Kau-lung.

G. A. WOODCOCK,

Secretary.

Intimations.

A. S. WATSON & CO.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

	Per Case	Per Case
	12 BOTTLES	6 BOTTLES
ST. ESTEPHE	\$ 8.00	\$ 9.00
ST. JULIEN	10.00	11.00
LA ROSE	13.50	14.50
CHATEAU HAUT BRION		
LARRIVET	20.00	22.00
CHATEAU MOUTON		
D'ARMAILHAC	24.00	26.00
CHATEAU PONTET		
CANET	28.00	—
CHATEAU LA TOUR		
CARNET	33.00	—
CHATEAU RAUZAN	48.00	—
CHATEAU LAFITE	54.00	—

These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

LA ROSE is a good sound wine of exceptional value for the money.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN and CHATEAU LAFITE are recommended to the notice of Connoisseurs as high-class after-dinner wines.

THE ABOVE PRICES ARE SUBJECT TO

5 PER CENT. DISCOUNT.

A. S. WATSON & CO.,
LIMITED.ALEXANDRA BUILDINGS,
Hongkong, 22nd August, 1906.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to "The Editor, 1, Lee House Road," and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.
WEEKLY—\$13 per annum.
The rates per quarter and per month, proportional.
The daily issue is delivered free when the address is accessible to messenger. On compensation post an additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

On August 22, at Shanghai, the wife of S. A. SEREBRENIKOW, of a daughter.

The Hongkong Telegraph

HONGKONG, TUESDAY, AUGUST 28, 1906.

BRITISH TRADE AT SHANGHAI.

According to the report just published from the British Consulate-General at Shanghai for last year trade in the Northern Settlement has been decidedly prosperous, the returns showing increases in almost all departments. The writer remarks that the year under review has been an exceptional one, the general conditions of the port having been influenced by several unusual causes, amongst which are mentioned the boycott of American goods, the typhoon in September, when damage was done to the extent of a million pounds sterling, the absence of trade with the northern ports and the Shanghai riot. But it is stated that: "In spite of the adverse influences above referred to, the trade of Shanghai shows a large increase over that of 1904, and everything seems to point to an ever increasing prosperity here. Reviewing the figures of the last five years it will be seen that there has, with the exception of 1903, been a steady increase since the year 1901; and to go back 10 years, the figures of this year are about double those of 1895. The marked and continued increase in the trade of the port shown by these figures speaks volumes for the commercial prosperity of Shanghai, and

indeed of the whole of China, for the trade of Shanghai is chiefly that of a re-distributing centre for imports and a port of re-shipment for exports." The gross value of the trade of the port last year was £66,795,116, or about thirty per cent. above the value of the trade in 1901. Comparing the trade in foreign imports during 1905 with that of the previous year it is noted that increases are shown in the values of the imports from the United Kingdom, India, Hongkong and Australia, the United States, Japan, Russia and the Dutch Indies, the total increase in the foreign import trade being 60,000,000 taels. There is a falling off in the exports to the amount of 20 million taels which is attributed principally to the decline in the trade with Japan. Notwithstanding the boycott, it is pointed out that there is an increase in the sale of American goods in China. During 1905 the tonnage of the vessels which entered and cleared at Shanghai was 14,344,162 tons, of which 7,129,843 tons were under the British flag, while of the 10,215 vessels which called at the Settlement, 4,385 were British. Altogether the report serves to show that Great Britain is still predominant at Shanghai and despite the competition of other Powers continues to hold the bulk of the trade.

AFFAIRS IN CHINA.

It is occasionally amusing to read the observations of those who after spending some years in the Orient return to the home land to dilate upon the conditions prevailing in the Far East. Whether it is that these worthy people in contemplating the "old country" forget what they have experienced, or whether it is that they suffer from ignorant scribbles it is impossible to say, but certain it is that they give expression to many curious ideas which only arouse derision among those who are resident in this part of the world. In this connection it is interesting to read an interview which appears in the *Post-Intelligencer*, of Seattle. According to the writer, Dr. Charles D. Tenny, formerly of the Imperial Chinese university, and Tientsin, and recently appointed by Viceroy Yuan Shih-kai, of Chihli, as director of the Chinese Government students in America and England just landed at Victoria from China in charge of forty young Chinese gathered from different provinces of China to be educated at American colleges. Thirty of the Chinese were despatched by the Government, while the others paid their own expenses. They were all young, dressed in foreign clothing and had their queues cut. Professor Tenny immediately began to inform his compatriots in America of the conditions existing in China. The only men to whom China can turn for guidance are those it would appear who have graduated from American colleges. In fact it is difficult to say would become of China were it not for those Chinese who have studied in America. On the other hand Chinese students who have passed through the schools of Japan are nothing better than agitators and reactionaries opposed to the reforms of the leading spirits of China and wholly against the modernising of the Middle Kingdom. Of course, that is a private opinion but it is curious that nothing good should come out of Japan. Professor Tenny had remarks to make on other subjects which should help to enlighten the people of America on things Chinese. The appointment of Tong Yang I and Yung Ching as heads of the Chinese Customs was not a move to oust Sir Robert Hart, as reported, but it was the first step to securing the management of the Customs by the Chinese themselves on the death or retirement of Sir Robert Hart, who is now an old man. "There is no indication of an anti-foreign movement in China. Boxerism is dead, the Professor stated, through the educational reforms are being carried forward so rapidly as to give rise to some apprehension. Parties are being formed by Conservatives, Conservative Progressives and Radicals." The boycott against American goods is dead, says Professor Tenny, though as we know the Consul-General for the United States at Canton is still sending letters to Viceroy Shun on the subject. The army of China is not a dream or a delusion; it is a fact and it must be reckoned with. Professor Tenny apparently does not agree with Dr. Morrison who regards the Chinese army as a sham or a fad, not to be taken seriously, for the Professor observes that—"The common soldier is comparable with that of any army." To suggest that the Chinese "Tommy Atkins is equal to the free-born American soldier fighting in the Philippines is rather a bold statement, which may gratify His Excellency Viceroy Yuan Shih-kai but will scarcely be appreciated in Manila. On the whole Professor Tenny is frankly laudatory of China and the Chinese, but it is to be feared that in several matters he is rather shortsighted. It is quite true that China is advancing, but there are other factors to which this change

may be attributed besides Chinese graduates of American colleges. Even the students who attended Japanese schools are not quite so black as they are painted. But it was not the student class which took up the railway question in South China, nor is it the student class to whom belongs the chief credit of the reforms now in progress in Canton. It is to the gentry and the well-to-do merchants that the honour must be given. However, it is well that Chinese affairs should be made palatable to American readers and Professor Tenny seems to be a master of the art. The honest and patriotic American should hold his head a little higher now that he knows that he is the real person responsible for the regeneration of China.

LOCAL AND GENERAL.

THE English mail of the 28th July was delivered in London on the 25th instant.

A BRANCH office of the Russo-Chinese Bank will be opened at Mukden on September 15th. Two gunners, H.K.S.B., R.G.A., left for Calcutta per s.s. *Laising* on the 22nd instant for discharge.

WANG Kien-ise, a graduate of an American University, who studied finance and political economy, has been engaged as financial adviser to the Canton-Hankow Railway.

Two stall-holders at the Shau-ki-wan market were this morning fined \$25 each, by Mr. F. A. Hazeland, at the Police Court, for being in possession of false scales. Inspector Withers prosecuted.

At a meeting of directors of the Shanghai-Sumatra Tobacco Co., Ltd., an interim dividend was declared of 20 per cent. upon the capital in respect of the 1905 crop, payable on the 7th September, 1906.

JAMES Hands, chief officer of the steamer *Kagoshima Maru*, gave Tsan Wan, of No. 41, Queen's Road West, in charge, yesterday, for dealing in Macao lottery tickets on board his ship. The Chinaman was placed before Mr. H. H. J. Gompertz, at the Police Court, this morning and a fine of \$25 imposed.

EVIDENCE was taken this afternoon, by Mr. F. A. Hazeland, at the Police Court, in the case in which eight Indian shopkeepers, of D'Aguiar Street, were charged with gambling, on the 12th instant. Mr. E. J. Grist, of Messrs. Wilkinson and Grist, defended. The case, was further adjourned until Friday next.

THE new Fairway buoys, which have been built by the Hongkong and Whampoa Dock Co., at Kowloon, are now ready to be put in position, and will replace the old buoys in a few days. These buoys will be lit at night by the Wigham patent light, with which successful experiments have just been made.

A MOJI telegram states that the s.s. *Yoshino*, with a number of Japanese students who have been touring in Manchuria and Corea on board, arrived there on Saturday. One of them had to be at once conveyed to the hospital, and it is stated that the students suffered considerably from disease and fatigue during the tour, acute intestinal catarrh, pneumonia, and beri-beri being particularly prevalent. Three or four of the students died in the course of the tour.

ON board the steamer *Prinz Waldemar*, which arrived in port from Australia yesterday were twenty-four horses, colts, and ponies, and twelve dairy cows, from Sydney. The horses are the property of Messrs. Garlick and Perry and are en route to Shanghai to be put up for sale by public auction. They are a fine set of animals. The cows are also bound for the Northern Settlement, and Keene's Dairy were lucky in making a selection of several of the animals to add to their already large herd.

TSANG Kin, a fifteen-year-old boy, and assistant cook to the European constables' mess, of No. 5, Police Station, figured in the dock, at the Police Court, this morning, and admitted a charge of stealing a piece of bread and butter, the property of the mess, P.C. 51 Sperry was the officer who made the capture and prosecuted on behalf of the mess. He said that some time yesterday he entered the mess-room and caught defendant red-handed with a piece of bread in one hand, bending over the ice-box, and with the other hand in a jar of butter. In the act of buttering the bread with his fingers. "I should think him quite capable of doing that," remarked Mr. Gompertz. His Worship sentenced the defendant to receive twelve strokes with the birch.

AN impudent young find of a Chinese boy, of the coolie class, got his full deserts this morning, which will, no doubt, be a lesson to him to mend his manners in future. Seeing a ricksha coming along the Praya from west to east, with a European lady fare, the boy ran along the road in front of the ricksha-puller, at such a distance, and such a slow gait as to prevent the puller from proceeding at more than a mere jog-trot, the boy taking care not to let the man dodge and pass him, while he jeered and taunted him in what, no doubt, was very flowery language. But what he did not see was a man coming across the road with a bag of merchandise—some sort of grain—on his shoulder with the result that a collision took place, the impudent boy was sent sprawling on his face, causing his nose to bleed, and cutting his hands and knees. But his punishment did not end there, for the coolie, stumbling over him, dropped his bag, and then catching hold of the urchin, gave him the sound thrashing, which he richly deserved for his conduct.

MEETING OF JUSTICES.

CHINESE SHOPKEEPERS OPPOSE APPLICATION.

A meeting of Justices of the Peace was held at the Magistrate's Court this afternoon to consider an application from George Green for permission to remove the business now carried on by him, under a publican's licence, on premises No. 21, Pottinger Street, under the sign of "The Criterion Hotel," to premises Nos. 98-100, Queen's Road Central.

Mr. H. H. J. Gompertz presided. The other Justices present were: Messrs. F. J. Badeley, P. P. J. Wadehouse, Capt. Lyons, C. A. D. McElbourne, J. K. Wood, W. J. Craig, and E. Mast.

Mr. S. W. Tso, solicitor, appeared to oppose the application on behalf of native shopkeepers in the neighbourhood.

Mr. Gompertz read the application to the Justices present and said he understood there was an objection. He asked Mr. Tso to address the Justices.

Mr. Tso said that he appeared for sixty shopkeepers, carrying on business in Queen's Road Central, quite near to the premises the applicant wanted to occupy. He contended that should the application be granted the business of his clients would be injured and their peace disturbed, by noisy men leaving the public house. The shopkeepers had sent in a petition to the proper authorities regarding the objection, they have to a public house coming among them, and reading part of the petition, Mr. Tso said that the ground for their opposition in the matter was that there was a likelihood that drunken and disorderly people would frequent the neighbourhood. Continuing, he said that there were now a sufficient number of public houses in Queen's Road and if there were more there would be increased drunkenness. Some of the native shops the *foki* did not go to bed until after midnight and the noise made in the public houses at that time would naturally disturb their peace. The public houses did not close until twelve or one.

Mr. Badeley—What? They close at twelve.

Concluding, Mr. Tso asked that the application be refused.

Mr. Gompertz—We will hear what Mr. Green has got to say.

Mr. Green—My solicitor has not arrived yet.

Mr. Gompertz—We cannot wait for him.

(To Mr. Badeley): Have the police any objection to the granting of the application?

Mr. Badeley—There is no police objection. As far as the police are concerned it is the same to them if a public house is in one place or another, so long as peace is kept. Speaking as a Justice I would think that the best course to take would be to adjourn the application until the annual meeting, when the matter can be considered by a larger number of Justices.

Capt. Lyons—Especially when all of us here, but one are Government officials.

At this point Mr. M. W. Slade came into Court and excused himself for being late.

He said Mr. Green was given a licence in 1892. Then Pottinger Street was a respectable neighbourhood. There were respectable hotels in the street and high class Chinese also occupied houses there. Now only low class people lived there. The premises at present occupied by his client were badly fitted for European habitation, it was badly lighted, and Mrs. Green was always sick. What his client wanted to do was to remove from prior premises and a decayed street into Queen's Road Central. It was no great distance, simply a matter of about 100 odd yards away from the premises he now occupied. In the new premises business could be carried on more decently; it was more open to the public, although the rent was exceptionally high. If the application were granted it would not interfere with the globe-trotting elements which frequent the shops in the neighbourhood. Concluding, Mr. Slade was of opinion that it was not the Chinese alone who objected to the application.

Mr. Gompertz (to Mr. Tso): Do you appear for any public?

Mr. Tso—No.

Concluding, Mr. Slade said that other hotel keepers were at the back of it and asked for the granting of the application.

Mr. Gompertz—You propose that the application be adjourned until November?

Mr. Badeley—Yes. If we grant the application now, in about three months' time, when the annual meeting of Justices is held, other Justices might be dead against it and would not be able to get him out.

Mr. Slade (the single unofficial J. P.): I propose that the application be granted. It is hard lines that a European should be compelled to live in such premises, besides there is no police objection.

Mr. Badeley's proposition was put to the meeting and it was passed by all; but Mr. Mast, who although he did not show his hand, said he had no objection.

Mr. Gompertz then adjourned the application until November, remarking that the applicant could rent other premises in the meantime.

At the instance of ergeant Grant, at the Police Court, this morning, Tam Sing, unemployed, was charged before Mr. H. H. J. Gompertz, with being in possession of three revolvers and twenty boxes of percussion caps, yesterday. Defendant admitted the charge. The sergeant said that being suspicious as to the character of defendant he swore out a warrant yesterday against defendant. He was on his way to his house to make a search, when he met him on the road. The revolvers he hid in his pockets and the caps he carried in his hand. The policeman pointed out that the revolvers had been stolen. They were the "Bell Dog" brand, and it could be seen that the mark of the owner, which was formerly inscribed on the butt end, was scratched out. His Worship imposed a fine of \$100, and issued an order that the arms and ammunition be forfeited to the police.

ANOTHER ANTI-OPIMUM LEAGUE.

HONAM FELLOWS CANTON EXAMPLE.

[From Our Own Correspondent.]

Canton, 27th August, 1906.
A number of gentlemen in Honam called a meeting for the purpose of forming an Anti-Opium League. Yesterday the opening ceremony of the league was performed in the presence of a large assembly of scholars and the members of the Canton Anti-Opium League.

PROPOSED INDUSTRIAL COLLEGE.

It is proposed to establish at Tiger's Mouth an Industrial College. Admiral Li Tsun has ordered one of his subordinates, Ting Lap Yung, to sell a piece of land about 60 mow adjoining his Yamen. The proceeds of this sale will be utilised in establishing the college.

YUET-HAN RAILWAY.

Some time ago the Yuet-han Railway Co. called for tenders to supply carriages, materials, etc. A certain foreign firm was successful in tendering for the carriages. The firm urged that the agreement should be made and signed before the consul, but the chief manager, Mr. Chang Kun Ying, has refused, and states that the agreement is to be drawn in Chinese and signed at the office of the company. After considerable discussion the firm has agreed to the proposition.

COXSWAINS SUMMONED.

A HEAVY LIST.

P. C. Winter, of the Water Police Station, summoned the coxswain of the steam launch *Sun Sum* before Mr. F. A. Hazeland, at the Police Court, to-day, for carrying fourteen passengers in excess of the number allowed by his licence, on the 23rd instant. This the coxswain denied. The officer said that on the day in question he noticed the *Sun Sum* leaving a blue-funnel boat making for shore. He boarded the launch and found that she was very heavily laden with cargo. He got the passengers together, to count them, but found great difficulty in doing so as with the extra weight on one side the launch gave a very heavy list to port. After a lot of trouble it was found that there were fourteen passengers in excess on board. The Court held that it was a serious matter and the master was fined \$5.

THE LIGHT WENT OUT.

The coxswain of the steam launch *Gladador* was summoned by P. C. Winter, before Mr. F. A. Hazeland, this morning, for failing to carry a bright light on his masthead while plying in the waters of the Colony, on the night of the 23rd instant. The master said that the light went out. Evidence was called, and his Worship fined defendant \$7, and warned him to be careful in the future. WHERE WAS THE COXSWAIN?

P. C. Gonnell on the 24th instant issued a summons against the coxswain of the steam launch *Gladador*, but when the case was called on this morning the master did not appear. The case was consequently discharged and a fresh summons issued against the master to appear on Friday next. The charge was that of plying in the waters of the Colony without a certificated master on board the launch.

SOUTH MANCHURIA RAILWAY COMPANY.

PROSPECTS OF THE UNDERTAKING.

A BRILLIANT FUTURE.

The articles of association of the South Manchuria Railway Company as approved by the Promoting Committee were submitted to the Minister for Communications for his approval.

The president of the company will not be appointed before subscription to the shares has been completed. It is expected the appointment will be announced by the end of September.

To Japanese the future of the South Manchuria Railway Company is a subject of absorbing interest. According to information supplied to the Press by the authorities the prospects of the company are brilliant. The traffic receipts of the railways to be worked—exclusive of revenue from military transport—during the period from November 1st to June 30th, last amounted to ¥3,158,791, equal to ¥6,000,000 a year, and in the past few months the traffic revenue has been ¥30 per mile per day, or better than that of the Kwansai and other railways and equal to the Nippon. Taking the working expenses at 45 per cent. of revenue in its present state the Manchuria railway will yield a net profit of ¥3,300,000 a year.

With reference to the commercial undertakings of the company, on the authority of a responsible official, vernacular contemporaries observe that the shipping business to be carried on by the company will be chiefly to ship Fushun and Yantai coal to Shanghai and "thereabouts," returning with cargoes of goods necessary for the development of Manchuria. For the shipment of coal the steamers of other companies may be used, but the development of Manchuria demands that the company shall carry on its own shipping business. The Government has no intention to compete with other companies. Between Tairen and Hongkong and Shanghai one steamer will run every fifth day from each side and between Tairen and Japan eight steamers will run from each side per month. Vessels will be built for these services.—*Japan Chronicle*.

Mr. A. Dixon, formerly commanding the s.s. *Tacoma*, and lately acting as chief officer of the s.s. *Montgolfier*, has been appointed to take command of the s.s. *Coptic* which has been arranged will take the *Manchuria* to the Hongkong to San Francisco trip.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

CONSTITUTIONAL GOVERNMENT FOR CHINA.

DECISION OF THE PEKING GOVERNMENT.

[From Our Own Correspondent.]

Shanghai, 28th August,
2.45 p.m.

On the recommendation of the returned Commissioners, the Peking Government has finally decided to adopt Constitutional Government for China.

[Singapore Free Press.]

Japan Seeking Fresh Loans.

London, Aug. 21.
M. Takahashi, the vice-governor of the Bank of Japan, proceeds to England and America to negotiate a loan of eighty million yen for the prosecution of Manchurian enterprises, and also if possible to negotiate for the reduction of the interest on the loans.

Stranding of the "Montague."

Aug. 22.
The newspapers generally admit that the penalties inflicted by the court-martial on Captain Adair and Lieutenant Dathan are severe, but they agree that they were demanded by rigorous discipline of the Navy, the *Montague* being nine miles out of the reckoned course when the battleship struck.

Our New Guns.

SERVICEABLE AND EFFICIENT.

The military correspondent of the *Times*, reviewing the recent Artillery inspection at Aldershot by General French, says that in our new quick-firing Field Artillery gun we have an absolutely first class material, which has given satisfaction to every battery commander. The opinion is unanimous that both the thirteen-pounders and the eighteen-pounders are thoroughly serviceable and efficient in modern artillery.

CLAIM FOR CUSTOMS DUES.

In Summary Jurisdiction this morning, his Honour Mr. A. G. Wise, Puisse Judge, presiding, the Tung Wo Company of No. 44, Des Vieux Road Central, junk owners, sued Leung Tak War, managing partner, of the Tak Kee Company (formerly called the Tak Hing Company) of No. 14, Eastern Street, traders, and the said Tak Kee Company, for the recovery of the sum of \$39.46, being the amount of the balance of the amount of Customs duties paid by the plaintiff to the Chinese Imperial Maritime Customs, at the request and behalf of the plaintiff.

Mr. C. F. Dixon, of Mr. John Hastings' office, appeared on behalf of the plaintiff, the defendants neither appearing in person nor by representation. Plaintiff proved his claim, and obtained judgment with costs against the defendants.

KEROSENE RAID AT WEST POINT.

ALLEGED DANGER OF PRACTICE.

The police at No. 7 Police Station, West Point, raided the first floor of No. 283, Des Vieux Road West, at twelve o'clock last night, and seized fifty-three tins of kerosene oil. The kerosene, the police say, was illegally stored. Whether the shopkeeper, who was also arrested, is the holder of a licence to store kerosene, we cannot say, but it is a well known fact that such dangerous goods must be stored in a place where the danger of anything serious happening is at a minimum.

This precaution, it is stated, was not taken by the owner of the oil, for when the police entered the flat the kerosene was seen to have been stacked near a quantity of matches.

The police, we are given to understand, will not put the case before the Court for some days yet, as it is said there are some more charges to add. It is reported that infringement of kerosene oil trade marks will be one of the charges.

The owner of the kerosene oil will be represented by Messrs. Brutton and Hett.

SHIPPING AND MAILS.

MAILS DUE.

Australian (*Changsha*) 1st prox.
American (*Doric*) 4th prox.
Canadian (*Empress of Japan*) 4th prox.
Canadian (*Montague*) 11th prox.

The s.s. *Gharri* sailed from Singapore on 27th inst.

The P. & O. S. N. Co.'s s.s. *Manila* left Singapore for this port on 28th inst., at 8 a.m.

The P. & A. s.s. *Nicomedia* arrived at Yokohama on 28th inst., and will be due at this port on 7th prox.

The Java-China-Japan Lijn s.s. *Tjipanas* left Macassar for this port on 28th inst., and may be expected here on 5th prox.

The Imperial German Mail s.s. *Prinz Eitel Friedrich* left Foochow on 26th inst., at 2 p.m., and may be expected here on 28th inst., at 8 p.m.

The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Yokohama at 2.30 p.m., on 27th inst., and left again at 6 p.m., same day, for Kobe, where she is due to arrive at 5 p.m., on 28th inst.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	DOE
GLASGOW and LIVERPOOL	"TEENKAH".....	6th September.
GLASGOW and LIVERPOOL	"MACHAON".....	13th "
GLASGOW and LIVERPOOL	"MOYUNE".....	13th "
GLASGOW and LIVERPOOL	"AGANEMNON".....	20th "
GLASGOW and LIVERPOOL	"CALCHAS".....	20th "
GLASGOW and LIVERPOOL	"MENECLAUS".....	27th "
GLASGOW and LIVERPOOL	"NINGCHOW".....	27th "

HOMeward.

FOR	STEAMERS	TO SAIL
MARSEILLES, HAVRE & LIVERPOOL	"ALCINOUS".....	30th August.
LONDON, AMSTERDAM & ANTWERP	"DIOME".....	13th September.
GENOA, MARSEILLES & L'POOL	"PELEUS".....	20th "
LONDON, AMSTERDAM & ANTWERP	"CYCLOPS".....	25th "
HAVRE, ROTTERDAM & L'POOL	"KINTUCK".....	30th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"BELLEROPHON".....	29th August.
	"NINGCHOW".....	29th September.

WESTWARD.

FROM	STEAMERS	DOE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"STENTOR".....	8th September.

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th August, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CHINKIANG	"NINGPO".....	30th August.
TSINGTAO, CHEFOO and NEWCHWANG	"KASHING".....	30th "
AMOV, MANILA, CEBU and ILOILO	"KATFONG".....	30th "
NINGPO and SHANGHAI	"SHAOHSING".....	31st "
SHANGHAI	"KIUKIANG".....	4th September.
MANILA	"TAKING".....	4th "
CHEFOO and NEWCHWANG	"KWEIYANG".....	5th "
TIENTSIN	"HUOHOW".....	5th "

MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th August, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon midships—Electric
Light—Perfect Cuisine—Surgeon and Stewards carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 1st Sept., at Noon.
RUBI	2540	R. Almond	"	SATURDAY, 8th Sept., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

(Hongkong, 18th August, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	About
"SOUTH AMERICA".....	10th October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 27th August, 1906.

Dentistry.

Dr. M. H. CHAUN.

THE LATEST METHOD

of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VOUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1905.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARVILLE STREET.
REASONABLE FEES.
Consultation Free.

Hongkong, 20th July, 1905.

Shipping—Steamers.

HAMBURG-AMERIKA
EAST ASIATIC SERVICE.

HOME-LINE.

STEAMERS.	DESTINATIONS.	TO SAIL
SENEGAMBIA.....	SHANGHAI, YOKOHAMA AND KOBE.....	29th August.
SUEVIA.....	YOKOHAMA AND KOBE.....	5th September.
SEGOVIA.....	YOKOHAMA AND KOBE.....	13th September.
BRISGAVIA.....	SHANGHAI, YOKOHAMA AND KOBE.....	28th September.
HABSBURG.....	SHANGHAI, YOKOHAMA AND KOBE.....	29th September.

OUTWARD.

STEAMERS.	DESTINATIONS.	TO SAIL
SENEGAMBIA.....	SHANGHAI, YOKOHAMA AND KOBE.....	29th August.
SUEVIA.....	YOKOHAMA AND KOBE.....	5th September.
SEGOVIA.....	YOKOHAMA AND KOBE.....	13th September.
BRISGAVIA.....	SHANGHAI, YOKOHAMA AND KOBE.....	28th September.
HABSBURG.....	SHANGHAI, YOKOHAMA AND KOBE.....	29th September.

HOMeward.

STEAMERS.	DESTINATIONS.	TO SAIL
*SILESIA.....	NAPLES, HAVRE, BREMEN AND HAMBURG.....	6th September.
Capt. Bahl.	Via SINGAPORE, PENANG AND COLOMBO	
HELVETIA.....	HAVRE AND HAMBURG.....	10th September.
Capt. Neumann.	Via SINGAPORE, PENANG AND COLOMBO	
*SCANDIA.....	NAPLES, HAVRE, ANTWERP & HAMBURG.....	20th September.
Capt. v. Döhren.	Via SINGAPORE, PENANG AND COLOMBO	
LIBERIA.....	HAVRE AND HAMBURG.....	22nd September.
Kier.	Via SINGAPORE, PENANG AND COLOMBO	
SENEGAMBIA.....	HAVRE AND HAMBURG.....	2nd October.
Capt. Peter.	Via SINGAPORE, PENANG AND COLOMBO	
SEGOVIA.....	HAVRE, BREMEN AND HAMBURG.....	16th October.
Capt. Schoenfeldt.	Via SINGAPORE, PENANG AND COLOMBO	
*HABSBURG.....	NAPLES, HAVRE AND HAMBURG.....	30th October.
Capt. Filler.	Via SINGAPORE, PENANG AND COLOMBO	
BRISGAVIA.....	HAVRE AND HAMBURG.....	13th November.
	Via SINGAPORE, PENANG AND COLOMBO	
SITHONIA.....	HAVRE AND HAMBURG.....	27th November.
Brehmer.	Via SINGAPORE, PENANG AND COLOMBO	
RHENANIA.....	HAVRE AND HAMBURG.....	11th December.
von Hoff.	Via SINGAPORE, PENANG AND COLOMBO	

* This steamer, specially built for the tropics, has splendid accommodation for first class passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa, table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons, smoking room, etc.

The steamer is lighted throughout by electricity and carries Doctor, Stewardess and Washermen.

The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong, Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be followed by s.s. "HABSBURG," s.s. "HOHENSTAUFEN," s.s. "SCANDIA," and s.s. "SILESIA."

COAST SERVICE.

DAPHNE.....	NAGASAKI AND VLADIVOSTOCK.....	FRIDAY, 31st August, 4 P.M.
KOWLOON.....	SHANGHAI AND CHINKIANG.....	FRIDAY, 31st August, 4 P.M.

* Taking Cargo at through rates to Tientsin and Chemulpo.

For Freight and Passage, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE.

For steamers of the Coast Service marked * to

SIEMSEN & CO.

Hongkong, 28th August, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
TIENTSIN.....	"CHONGSHING".....	FRIDAY, 31st August, 4 P.M.
SHANGHAI.....	"CHOYSANG".....	FRIDAY, 31st August, 4 P.M.

MANILA....."YUENSANG".....FRIDAY, 31st August, 4 P.M.

SINGAPORE, PENANG & CALCUTTA....."NAMSANG".....SATURDAY, 1st September, 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chafco, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 28th August, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARAGONIA".....	5,198	Ernst	August 29th, at Noon
"NICOMEDIA".....	4,370	G. Meiser	September 16th.
"NUMANTIA".....	4,370	Feldtmann	October 9th.
"ARABIA".....	4,483	Metzenhain	

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

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EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, etc.)

THE Steamship
"EASTERN,"
Captain Powell, will be despatched as above,
on SATURDAY, the 1st September, at Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Chamber
which ensures the supply of Fresh Provisions,
Ice, &c., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 28th August, 1906.

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"RADNORSHIRE".....

will be despatched for the above Ports, on
or about the 20th of September.

For Freight and Passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 17th August, 1906.

Shipping—Steamer.

COMPAGNIE DES MESSEGERIES
MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"SALAZIE,"

Captain Alland, will be despatched as above,
on or about MONDAY, the 3rd September.
For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 27th August, 1906.

Consignees.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBORO AND LONDON.

THE Steamship

"GLENEARN"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, at Kowloon,
where each consignment will be sorted out
mark by mark, and delivery can be obtained
as soon as the Goods are landed.

Optional Goods will be carried on unless
instructions are given to the contrary before
4 P.M., TO-DAY.

Goods not cleared by the 2nd proximo will
be subject to rent.

No Fire Insurance will be effected.
All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the steamer's arrival.

No claims will be recognized if not presented
within 14 days of the ship's arrival.

McGREGOR BROS. & GOW.
Hongkong, 27th August, 1906.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"NAMSANG,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 9 A.M., the 29th instant, will be
landed at Consignees' risk and expense.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 27th August, 1906.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR,"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, Kowloon, whence delivery may
be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 3 P.M.,
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 3rd of September,
will be subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on MONDAY, the 3rd of September.

All Claims must reach us before the 8th of
September, or they will not be recognized.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.

Hongkong, 27th August, 1906.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENCLEUCH,"

FROM ANTWERP, LONDON AND
STRAITS.CONSIGNEES of Cargo are hereby in-
formed that all Goods are being landed
at their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Ltd.,
whence and/or from the wharves delivery may
be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods undelivered
after the 25th instant will be subject to
rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 6th
proximo, or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 28th instant, at 11 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 22nd August, 1906.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the *Hongkong Telegraph* and
they are warned against paying more than
TEN CENTS (10 CTS.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.,
Hongkong, 30th September, 1905.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China

Also widely circulated in Japan, Ceylon,
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail

The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accu-
rate reports of local occurrences, and of mat-
ters of general interest.

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best
medium for advertising in China. It circulates
largely among all classes of the community,

is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively display-
ing advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.

This standard runs exactly eight lines to the
inch, and about eight words to the line.

Notices of Births, Deaths, and Marriages
at each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.
Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the *Hongkong Telegraph* Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOBING DEPARTMENT.
Job Printing of all descriptions undertaken,
PROGRAMMES.

PAMPHLETS.
CARDS.
CIRCULARS.
EXPRESSES.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH
OFFICE.

Estimates given for all classes of work on
application to

THE MANAGER,
HONGKONG TELEGRAPH CO., LD.,
1, Ice House Road,
Hongkong.

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, EGYPT, MAR-
SEILLES, LONDON,
HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "CALEDONNIEN,"
Captain Gregor, will be despatched for MAR-
SEILLES on TUESDAY, the 4th September,
at 1 P.M.
Passage tickets and through Bills of Lading
issued for above ports, and for Australia with
prompt transhipment at Colomb.
Cargo also booked for principal places in
Europe.
Next sailings will be as follows:-
S.S. POLYNESIEN 18th September.
S.S. SALAZIE 2nd October.
S.S. OCEANIE 16th October.
G. DE CHAMPEAUX,
Agent,
Hongkong, 22nd August, 1906.

THE PENINSULA AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON
(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CENTRAL AMERICA,
CANAL AND SOUTH AMERICAN PORTS.)
THE S.S. "MALTA,"
Captain R. A. Peters, carrying His Majesty's
Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 8th September,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. "Macedonia," 10,512 tons, from Colombo.
Passengers' accommodation in which vessel is
secured before departure from Hongkong.
Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London, other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. "Arcadia,"
due in London on the 21st October, 1906.
Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.
For further Particulars apply to
R. A. HEWETT,
Superintendent,
Hongkong, 25th August, 1906.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Pletader	3,753	F. G. Furlington	20th Sept.
Lyra	4,417	G. V. Williams	29th Sept.
Shawmut	9,606	E. V. Roberts	24th Oct.
Tremont	9,606	T. W. Garlick	

? Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "Shawmut" and "Tremont"
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to:
DODWELL & CO., LIMITED,
General Agents,
Queen's Buildings,
Hongkong, 27th August, 1906.

REGULAR "STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.
Steamship About
"ATHOLL" 8th September.
"ERKOLL" To follow.
For Freight and further information, apply
to
DODWELL & CO., LIMITED,
Agents,
Hongkong, 17th August, 1906.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.
Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.
Ladies and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.
The Superioress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor School,
who are taught by the Sisters.

Hongkong, 22nd April, 1902.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY	22.50
"	20.00
"	16.75
WHISKY, FINE MALT	20.00
" JOHN WALKER & SONS' OLD HIGHLAND	12.50
" C. P. & CO'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
" DOURO	13.75
SHERRY, AMOROSO	20.00
" LA TORRE	16.00
BENEDICTINE, D.O.M.	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

GENERAL HOUSEHOLD

REQUISITES.

&c. &c. &c.

Telephone 1256.

DEPOT

FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.
Hongkong, 15th May, 1905.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT: RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ £1,000,000 \$10,250,000 \$250,000 \$12,750,000 \$150,000	\$17,247 1/2	{ £1.15/- @ Ex. 2/14 = \$16.47 for first half- year 1906	1 1/2 %	(\$835 ex div. London 94.10/- \$47 sales
National Bank of China, Limited	99,925	£7	£6	{ \$1,600,000 \$147,895	\$74,099	\$2 (London 3/8) for 1905	6 %	\$330
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ £1,000,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16 Tls. 262 on account 1905	6 %	Tls. 85 sellers
North China Insurance Company, Limited	10,000	£15	£5	{ £1,000,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16 Tls. 262 on account 1905	6 %	Tls. 85 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$2,000,000 £40,000 \$31,131 \$1,153,844 \$69,279 \$800,000 \$61,778 \$15,527 \$1,000,000 \$320,488 \$2,616	\$2,702,271	Interim div. of 13/- for 1905	4 1/2 %	\$790 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$161,778 \$15,527 \$1,000,000 \$320,488 \$2,616	\$508,334	\$12 and 53 special dividend for 1904	8 1/2 %	\$175 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$320,488 \$2,616	\$344,618	\$6 for 1904	6 1/2 %	\$92 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$320,488 \$2,616	\$422,618	\$25 for 1904	7 1/2 %	\$325 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	{ \$6,000 \$264,638 \$88,941	\$6,563	\$14 for 1905	6 1/2 %	\$22 1/2
Douglas Steamship Company, Limited	10,000	\$50	\$50	{ \$350,000 \$600,000 \$144,386 £120,000 £380,958 £3,999	Nil.	\$34 for year ended 31.12.04	7 1/2 %	\$47
Hongkong, Canton & Macao Steamboat Co., Ltd.	50,000	\$15	\$15	{ \$350,000 \$600,000 \$144,386 £120,000 £380,958 £3,999	\$5,464	\$1 for 1st half-year 1906	7 1/2 %	\$27 1/2 ex div.
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ Tls. 40,000 Tls. 400,000 Tls. 23,156	Tls. 23,156	10/- @ ex. 2/1 9/16 = \$5.69	6 1/2 %	\$75
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	{ Tls. 40,000 Tls. 400,000 Tls. 23,156	Tls. 23,156	Final Tls. 3 making Tls. 5 for 1905	8 1/2 %	Tls. 60 sales
Shell Transport and Trading Company, Limited	100,000	£1	£1	{ £4,144 £3,987	£107,815	Final Tls. 14 making Tls. 34 for 1905 1/- (Coupon No. 6) for 1905	6 1/2 %	Tls. 61 sales
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ Tls. 98,957 Tls. 305,479 Tls. 48,000 Tls. 81,200	\$218	{ \$1.50 for year ending 30.4.1906 \$0.75	3 1/2 %	\$20
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 305,479 Tls. 48,000 Tls. 81,200	Tls. 13,913	Interim div. of Tls. 2 account 1906	9 %	Tls. 45 buyers
REFINERIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	{ \$850,000 \$450,000 \$86,129	\$40,914	Final of \$15 making \$25 for 1905	6 1/2 %	\$150
Luen Sugar Refining Company, Limited	7,000	\$100	\$100	{ none Tls. 100,000	\$132,888	\$3 for 1897	...	\$214 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ none Tls. 100,000	Tls. 3,723	Tls. 24 for year ending 30.9.04	...	Tls. 8, sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	500,000	£1	£1	{ £80,000 £26,011	\$13,355	1/- (No. 6) interim div. for 12 months ending 28.2.06	7 %	Tls. 10 sellers
Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	{ none £4,871	G. \$90,050	Final of 50 cents making G. \$1 for 1905	7 %	G. \$14 nominal
South Australian Gold Mining Company, Limited	50,000	£1	£1	{ £4,871	£8,745	No. 12 of 1/- = 48 cents	...	\$7
DOCKS, WHARVES & GODOWNS.								
Fenwick (Gen.) & Co., Limited	18,000	\$25	\$25	{ \$70,000	\$8,915	\$2 for 1905	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$550,000 \$25,160 \$65,000	\$20,040	Final of \$31 making \$6 for 1905	5 1/2 %	\$106
Whampoa Dock Company, Ltd.	10,000	\$50	\$50	{ \$550,000 \$25,160 \$65,000	\$392,087	\$6 for first half-year ending 30.6.06	8 1/2 %	\$140 ex div.
New Amoy Dock Company, Limited	10,000	\$61	\$61	{ \$388,000	\$2,221	\$1 for 1905	5 1/2 %	\$18
Shanghai Dock and Engineering Co., Ltd.	45,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 487,710 Tls. 57,045	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	8 1/2 %	Tls. 101 sales
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	{ Tls. 487,710 Tls. 57,045	Tls. 57,665	Final of Tls. 8 making Tls. 14 for 1905	5 1/2 %	Tls. 22 1/2 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ Tls. 30,000	Tls. 5,668	Tls. 18 for 1905	8 %	Tls. 225 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ none	none	First year	...	Tls. 102 sales
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	{ \$29,516	\$8,418	\$3 for year ending 30.6.1906	10 %	\$30 ex div.
Central Stores, Limited	6,000	\$15	\$15	{ none	\$4,719	{ \$2.40 on \$12 for 1905 7 % on \$74 for 1905	13 1/2 %	\$18 sales
Do. (new issue)	24,000	\$15	\$15	{ none	\$4,719	7 % on \$74 for 1905	...	\$153 sales
Do. (Founders')	123	\$15	\$15	{ \$648,975 \$19,075	\$10,057	None	...	\$300 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$19,075	\$10,057	\$5 for second half-year making \$10 for 1905	8 1/2 %	\$120 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$250,000	\$67,830	Interim div. of \$34 account 1906	6 1/2 %	\$110
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	{ Tls. 29,783	Tls. 1,935	Final of 6 % = 10 % for 1905	15 1/2 %	Tls. 16 sellers
Hotel Metropole Company, Limited	2,000	\$100	\$100	{ none \$203,886 \$50,000	\$4,699	Final of \$6 making \$10	10 %	\$100
Humphreys Estate & Finance Company, Limited	100,000	\$10	\$10	{ \$50,000	\$5,070	80 cents for 1905	7 %	\$114
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ none	\$574	\$24 for 1905	6 1/2 %	\$59
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{ Tls. 869,493 Tls. 170,000	Tls. 52,194	Tls. 3 for half-year 1906	5 1/2 %	Tls. 110
West Point Building Company, Limited	12,500	\$50	\$50	{ none	\$772	Interim div. of \$2 account 1906	8 %	\$50
COTTON MILLS.								
Fwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905	10 %	Tls. 79 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$30,000	\$23,264	\$1 for the year ending 31.7.05	6 1/2 %	\$15
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 100,000	Tls. 18,718	3 % a/c 1898	...	Tls. 68 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none	Tls. 30,760	Tls. 8 for 1905	10 %	Tls. 80 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 18,436	Tls. 35,986	Tls. 25 for 1905	8 %	Tls. 315 sales
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ none	\$1,066	\$7 for 1905	7 1/2 %	\$50 buyers
Bell's Asbestos Eastern Agency, Limited	8,504	12/6	12/6	{ £814	\$856	1/3 per share for 1905	8 1/2 %	\$7
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$9,000	\$1,007	\$3 for 1905	9 1/2 %	\$32
China-Borneo Company, Limited	60,000	\$12	\$12	{ none	Nil.	\$1 for 1904	...	\$12
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 50,000	Tls. 880	Final of Tls. 5 making Tls. 10 for 1905	15 1/2 %	Tls. 65 sales
China Light and Power Company, Limited	50,000	\$10	\$10	{ none	\$1,219	60 cents for year ended 28.2.06	6 1/2 %	\$104 buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$8,000	\$1,581	80 cents for 1905	8 1/2 %	\$94.40 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$25,000	\$2,864	\$1.20 for year ending 31.7.1905	7 %	\$17
Green Island Cement Company, Limited	200,000	\$10	\$10	{ \$410,000 \$500,000	\$52,291	Int. div. of 75 cents for 1-year ended 30.6.06	9 %	\$22 buyers
Hall & Hoitz, Limited	21,000	\$20	\$20	{ \$186,000	\$20,893	\$34 for year ending 28.2.06	10 1/2 %	\$23 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none	\$2,568	{ \$1.00 for 10 months ending 28.2.06 \$15 for year ending 30.11.1904	2 1/2 %	\$141 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ \$80,000	\$2,796	Int. div. of \$4 for 1-year ended 30.6.06	8 1/2 %	\$235
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$61,000	\$5,813	\$9 for 1905 on 5 shares	6 1/2 %	\$20
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$2,500	\$388	Final of 10 cents making \$1 for the year	12 1/2 %	\$8
Maatschappij tot Mijl- en Landbouwerij op de polder in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 Tls. 27,603	Tls. 10,374	second interim div. of Tls. 71 making Tls. 15 so far a/c yr. ended 31.10.06	9 1/2 %	Tls. 240 sales
Philippine Company, Limited	67,500	\$10	\$10	{ none	Dr. P. 34,324	None	...	\$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 165,000	Tls. 11,017	Interim dividend of Tls. 31 account 1906	6 1/2 %	Tls. 1261 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 45,000 Tls. 37,000 Tls. 8,000	Tls. 9,751	Tls. 6 for 1904	12 %	Tls. 50 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 37,000 Tls. 24,800 Tls. 35,000	Tls. 2,753	Interim div. of Tls. 5 account 1906	10 1/2 %	Tls. 135 ex div.
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 100,000	Tls. 1,452	Final of Tls. 3 making Tls. 5 for 1905	6 1/2 %	Tls. 78 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	{ Tls. 100,000	Tls. 3,592	Interim div. of 15/- for 1-year 1906	...	Tls. 360
South China Morning Post, Limited	2,000	\$25	\$25	{ none	Dr. \$41,934	Interim div. of 5/- for 1-year 1906	...	Tls. 280
Steam Laundry Company, Limited	20,000	\$5	\$5	{ none	\$1,131	None	...	\$20
Teikoku Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	50 cents for year ended 31.5.05	8 1/2 %	Tls. 110
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	{ \$25,000	\$752	75 cents for year ended 31.5.1906	8 1/2 %	\$8
Do. (Founders')	100	\$10	\$10	{ \$300,000 \$25,000	\$752	Final of 50 cents making \$1 for 1905	7 1/2 %	\$150
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$300,000 \$25,000	\$7,738	Final of 50 cents making \$1 for 1905	7 1/2 %	\$13
William Powell, Limited	15,000	\$10	\$10	{ \$4,500	\$676	Interim div. of 50 cts. for the year 1905/6	10 %	\$10 buyers
DIVIDENDS PAYABLE								
Hk. & K. Wharf & Godown Co.	\$2 1/2							29th August
Shanghai & Hongkew Wharf & Godown Co.	Tls. 8							31st August
Hongkong Hotel Co., Ltd.	\$5							2nd September
Hongkong High Level Tramways Co., Ltd.	\$20							2nd September
Hk. Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$1.25							9th September
Maatschappij tot Mijl- en Landbouwerij op de polder in Langkat	Tls. 7 1/2							15th September